

Problems with the landing gear control lock

If problems with the locking of the landing gear control occur of the types DG-100, 200, 300 400 with spring mounted landing gear you should execute the checks according to A.

A Check the adjustment

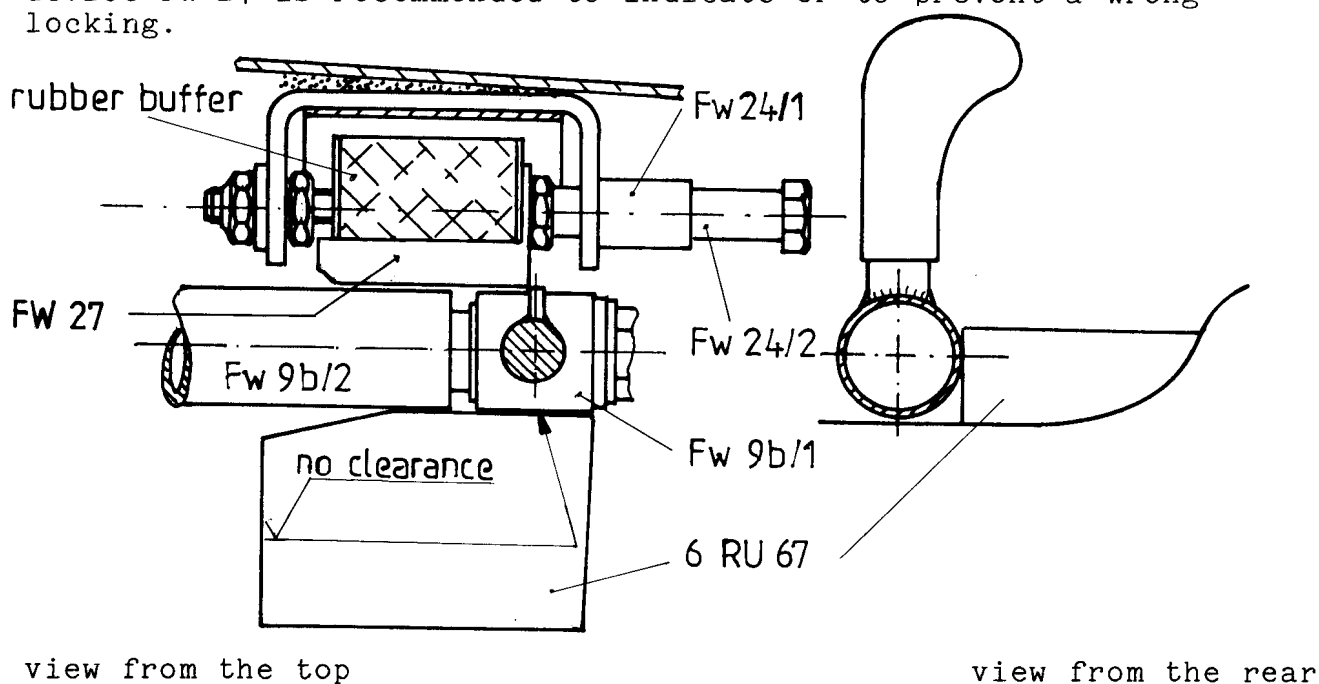
The friction of the handle in sense of rotation should be adjusted so, that you just can rotate the handle.
The clearance between the locking latch at the handle and the front end of the rubber buffer should be 0,5 to max. 1 mm (.02 to max. 0.4 in.) with the spring suspension of the undercarriage fully extended. Adjustment can be made at the mounting of the rubber buffer.

B

With early serial no's the locking device FW 24 might not be installed. This item can be retrofitted according to drawing FW 25.

C

The installation of the plastic block 6 RU 67 and of the securing device FW 27 is recommended to indicate or to prevent a wrong locking.



1. Remove left cockpit side cover.
2. Roughen the seat shell in the area for block 6 RU 67 (see sketch) thoroughly with sandpaper.
3. Roughen the glue area of block 6 RU 67.
4. Glue block 6 RU 67 onto the seat shell.
Therefore extend the landing gear.
Press the block to the seat shell and to the pushrod FW 9b/2 and secure it for curing with tape or with ballast.
Remove excessive glue material.

Suitable glue material: Epoxyresin see repair manual or polyester resin both thickened with cotton flocks.

5. After curing.
Function check of the landing gear control.
6. Reinstall the cockpit side cover.

D

Check, if the cut out for the handle in the removable left side cover is large enough, to allow the handle rotated so far to the pilot, that the locking latch has enough clearance to the rubber buffer of the locking device.